

CLAIM AMENDMENTS

Kindly enter the English translation of the PCT Article 19 amendments into this U.S. national phase application, and amend the translated claims as follows.

1-21. (Canceled)

22. (New) A multi-cylinder internal combustion engine for a motor vehicle, comprising:

an exhaust line which is assigned to cylinders of the internal combustion engine,

an exhaust gas cleaning unit arranged in the exhaust line,

a gas inlet valve which is used for a charge cycle and which is adapted to let combustion air into a combustion chamber assigned to each of the cylinders,

a gas outlet valve which is used for the charge cycle and which is adapted to let exhaust gases out of the combustion chamber and into the exhaust line assigned to each of the cylinders, and

an additional outlet valve through which, in an opened state, a flow connection is established between the respective combustion chamber and the exhaust line provided for at least one of the cylinders of the internal combustion engine,

wherein the additional outlet valve of the at least one cylinder can be activated in conjunction with a regeneration operating mode for regenerating the exhaust gas cleaning unit, and

wherein when the additional outlet valve is activated via the flow connection which is established by the additional outlet valve, gas passes out of the combustion chamber of the at least one of the cylinders and into the exhaust line and, as a result, can change at least one of an exhaust gas composition and an exhaust gas temperature compared to a normal operating mode so as to set the at least one of the composition and temperature to promote regeneration of the exhaust gas cleaning unit.

23. (New) The internal combustion engine as claimed in claim 22, wherein, when the additional outlet valve is activated, at least one cylinder can be operated with a fuel supply which is reduced compared to the operating mode without activation of the additional outlet valve.

24. (New) The internal combustion engine as claimed in claim 22, wherein, when there is at least one cylinder with an additional outlet valve, the additional outlet valve can be activated in a clocked fashion such that, when there are a multiplicity of working cycles, the additional outlet valve is opened in each case in a region of top dead center in the compression cycle and is otherwise closed.

25. (New) The internal combustion engine as claimed in claim 22, wherein a cylinder group is formed from at least two of the cylinders and an additional outlet valve.

26. (New) The internal combustion engine as claimed in claim 22, wherein when there are at least two cylinders and an additional outlet valve, the additional outlet valve can be activated.

27. (New) The internal combustion engine as claimed in claim 22, wherein each of at least two cylinders is provided with an additional outlet valve, and wherein the number of cylinders at which the additional outlet valve is activated can be set in a variable fashion as a function of the exhaust gas temperature.

28. (New) The internal combustion engine as claimed in claim 27, wherein operation with the additional outlet valve closed and with a fuel supply which is reduced compared to the normal operating mode becomes possible.

29. (New) The internal combustion engine as claimed in claim 22, wherein the regeneration operating mode can be set when the additional outlet valve of the at least one cylinder is activated in an operating range with reduced power output by the internal combustion engine.

30. (New) The internal combustion engine as claimed in claim 22, wherein a charge pressure of an exhaust gas turbocharger can be influenced in conjunction with a regeneration operating mode.

31. (New) The internal combustion engine as claimed in claim 22, wherein a quantity of exhaust gas recirculated by an adjustable exhaust gas recirculation device can be influenced in conjunction with a regeneration operating mode.

32. (New) The internal combustion engine as claimed in claim 31, wherein the regeneration operating mode is provided when the vehicle is stationary.

33. (New) A method for operating a multi-cylinder internal combustion engine for a motor vehicle, having an exhaust line which is assigned to cylinders of the internal combustion engine, an exhaust gas cleaning unit arranged in the exhaust line, a gas inlet valve which is used for a charge cycle and which is adapted to let combustion air into the combustion chamber of the cylinder, a gas outlet valve which is used for the charge cycle and which is adapted to let exhaust gases out of the combustion chamber and into the exhaust line, and an additional outlet valve, through which, in an opened state, a flow connection is established between the combustion chamber and the exhaust line, provided for at least one of the cylinders of the internal combustion engine, comprising:

opening the additional outlet valve of the at least one of the cylinders at least temporarily in conjunction with a regeneration operating mode for regenerating the exhaust gas cleaning unit so that, via the connection which is

opened by the additional outlet valve, gas passes out of the combustion chamber of the at least one cylinder and into the exhaust line, and

changing at least one of an exhaust gas composition and an exhaust gas temperature compared to a normal operating mode as a result so as to set the at least one of the composition and temperature to promote the regeneration of the exhaust gas cleaning unit.

34. (New) The method as claimed in claim 33, wherein at least one of the cylinders is operated with an at least temporarily opened additional outlet valve and with a fuel supply which is reduced compared to the normal operating mode.

35. (New) The method as claimed in claim 33, wherein the additional outlet valve of at least one cylinder is kept open in a region of top dead center in the compression stroke, and otherwise kept closed, during a multiplicity of working cycles.

36. (New) The method as claimed in claim 33, wherein the additional outlet valve of at least one cylinder is kept continuously open during a multiplicity of working cycles of the cylinder.

37. (New) The method as claimed in claim 33, wherein at least one cylinder of the internal combustion engine is operated with a fuel supply which is reduced compared to the normal operating mode.

38. (New) The method as claimed in claim 33, wherein at least two preferably adjacent cylinders are provided with an additional outlet valve and their additional outlet valves are activated synchronously.

39. (New) The method as claimed in claim 33, wherein at least two cylinders are provided with an additional outlet valve, and the number of cylinders with an at least temporarily opened additional outlet valve is set as a function of the load of the internal combustion engine.

40. (New) The method as claimed in claim 33, wherein a reduced charge pressure of an exhaust gas turbocharger is set in conjunction with the regeneration operating mode.

41. (New) The method as claimed in claim 33, wherein an increased quantity of exhaust gas recirculated by an adjustable exhaust gas recirculation device is set in conjunction with the regeneration operating mode.

42. (New) The method as claimed in claim 33, wherein the regeneration operating mode is carried out when the vehicle is stationary.